Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-VI-B-319

Name: AM-01/CHURCH ST. OVER GEORGE'S CRK

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC BRIDGES **MHT No.** AL-VI-B-319
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. A-M-01 **Bridge name** Church Street over George's Creek

LOCATION:
Street/Road name and number [facility carried] Church Street

City/town Midland **Vicinity** _____

County Allegany

This bridge projects over: Road____ **Railway**_____ **Water** X **Land** ____

Ownership: State _____ **County** _____ **Municipal** X **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes _____ **No** X
National Register-listed district ____ **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district _____

BRIDGE TYPE:
Timber Bridge _____:
Beam Bridge _____ **Truss -Covered** ___ **Trestle** ___ **Timber-And-Concrete** ___

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge ____:
Swing _____ **Bascule Single Leaf** __ **Bascule Multiple Leaf** _____
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder_____:
Rolled Girder _____ **Rolled Girder Concrete Encased** _____
Plate Girder _____ **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X:
Concrete Arch_____ **Concrete Slab** X **Concrete Beam** ____ **Rigid Frame** ___
Other _____ **Type Name** _____

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DESCRIPTION:

Setting: Urban _____ **Small town** ___X___ **Rural** _____

Describe Setting:

Bridge No. A-M-01 carries Church Street over George's Creek in Allegany County. Church Street runs east-west and George's Creek flows north-south. The bridge is located in the town of Midland, and is surrounded by single family dwellings.

Describe Superstructure and Substructure:

Bridge No. A-M-01 is a single span, one-lane, concrete bridge which inspection reports from 1985 to 1993 alternately described as a concrete-encased steel beam and a concrete slab. There is some evidence the bridge is reinforced with railroad rails. However, on-site inspection, an interview with the county engineer, and county records did not confirm this supposition. The bridge was originally built in 1921, and the southeast and southwest wingwall extensions were constructed in 1961. It is 32'-0" long and has a clear roadway width of 15.2'. The out to out width is 17.9'. The concrete deck has a bituminous wearing surface. The superstructure is supported by two concrete abutments, and the bridge has flared wingwalls. The solid panel parapets are topped with metal pipe railing, and the approaches have no guiderails. The bridge was posted for 16 tons from 1985 to 1989 when it was changed to 3 tons. A marble date stone on the south parapet states that the bridge was erected in November 1921 and identifies the engineer as William Harvey and the Contractor as Fuller Brothers.

According to the 1993 inspection report, this structure was in poor condition with serious defects in the deck, superstructure, and substructure. The deck's asphalt wearing surface has minor depressions at both ends, and the concrete underneath the deck is deteriorated. The concrete is soft and has numerous spalls and areas of delamination. Also, the concrete parapet is weathered with light scaling. The concrete encased steel of the superstructure is exposed at both ends, revealing heavy scale rust and several bent lower flanges. Longitudinal cracks ¼" wide exist at the parapet/deck joint on both sides, and the concrete underside of the structure is heavily spalled or delaminated throughout. The substructure is in serious condition. The wingwalls are deteriorated with spalls, loose, and missing stones, and the southwest wingwall has failed. The south abutment breastwall is soft with heavy spalling and delamination, and is slightly undermined. The north abutment also has some spalling and delamination.

Discuss Major Alterations:

The southeast and southwest wingwall extensions were constructed in 1961, and between 1985 and 1987 rip rap was placed on both the downstream abutments to prevent further erosion of the embankments. Inspection reports from 1985 to 1993 detail numerous other recommended repairs, but county bridge files contain no additional repair records.

HISTORY:

WHEN was the bridge built (actual date or date range) 1921

This date is: Actual X **Estimated** _____

Source of date: Plaque ____ **Design plans** ___ **County bridge files/inspection form** X

Other (specify) Marble date stone on south parapet wall.

WHY was the bridge built?

Local transportation needs.

WHO was the designer?
William Harvey.

WHO was the builder?
Fuller Brothers.

WHY was the bridge altered?
Structural needs and safety.

WAS this bridge built as part of an organized bridge-building campaign?
Yes. This bridge was constructed during post-World War I improvements to secondary roads.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

This bridge does not have National Register significance.

Was the bridge constructed in response to significant events in Maryland or local history?
Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916 -1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund [with an equal sum from the counties] the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. Most improvements to local roads waited until the years after World War II.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction. In the early years, there was a need to replace the numerous single lane timber bridges, and the state responded by designing standard concrete slab bridges which could be constructed in all of its counties.
Bridge No. A-M-01 is not an example of standard State Highway Administration plans for concrete

slab bridges. However, it is probably one of many bridges built from 1920 to 1929 as part of a statewide road improvement program.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?
Unknown.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?
No. Bridge No. A-M-01 is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?
No. Bridge No. A-M-01 is not a significant example of its type. The character defining elements are either in a deteriorated state, or they are not present in their original form.

Does the bridge retain integrity of important elements described in Context Addendum?
No. Due to its deteriorated condition and subsequent alterations, this bridge has lost its material and design integrity.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?
No.

Should the bridge be given further study before an evaluation of its significance is made?
No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge and its relationship to the surrounding landscape may be useful in providing a more complete picture of the bridge's background.

BIBLIOGRAPHY:

County inspection/bridge files X **SHA inspection/bridge files** _____
Other (list):

SURVEYOR:

Date bridge recorded August 1995
Name of surveyor Adrienne Beaudet Cowden
Organization/Address P.A.C. Spero & Company; 40 West Chesapeake Avenue, Suite 412; Baltimore, Maryland 21204
Phone number 410-296-1635 **FAX number** 410-296-1670

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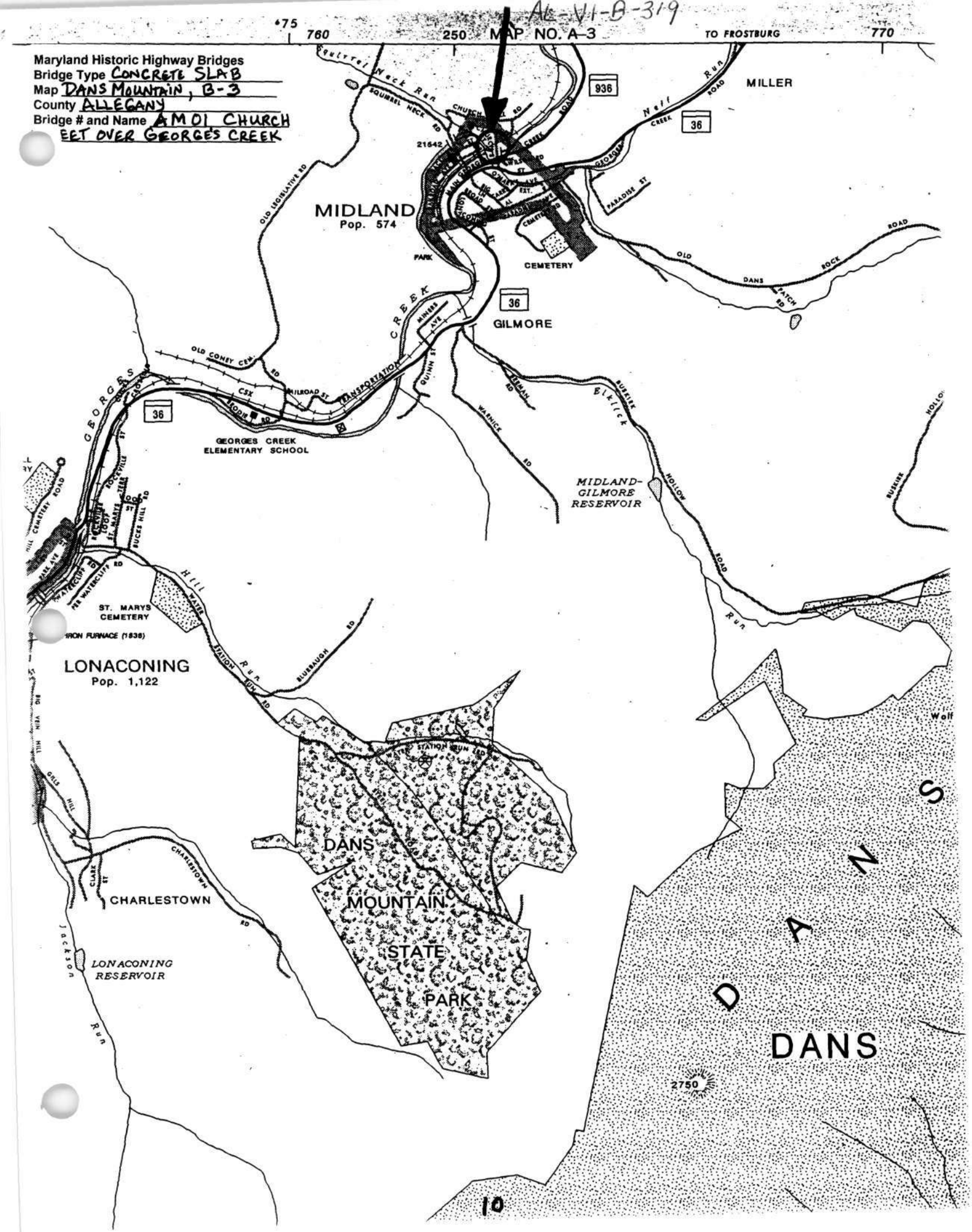
Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map DANS MOUNTAIN, B-3
County ALLEGANY
Bridge # and Name AMOI CHURCH
EET OVER GEORGES CREEK




ERECTED
MAYOR
COUNCILMEN
CONTRACTORS
FULLER BROTHERS
ENGINEER

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CHURCH ST. OVER George's Creek (AM-01)
ALLEGANY County
MD SHPO
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MD SHPO

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